

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 3,355 tons Captain H. D. Jones.
 "POWAN," 3,338 " G. F. Morrison, R.M.R.
 "FATSHAN," 3,260 " R. D. Thomas.
 "HANKOW," 3,075 " G. V. Lloyd.
 "KINSHAN," 1,995 " J. J. Lessius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,197 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain W. A. Valentine.
 "NANNING," 599 " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kunchuk, Kau-Kong, Samshui, Howik, Shu-Hing, Luk-Po, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

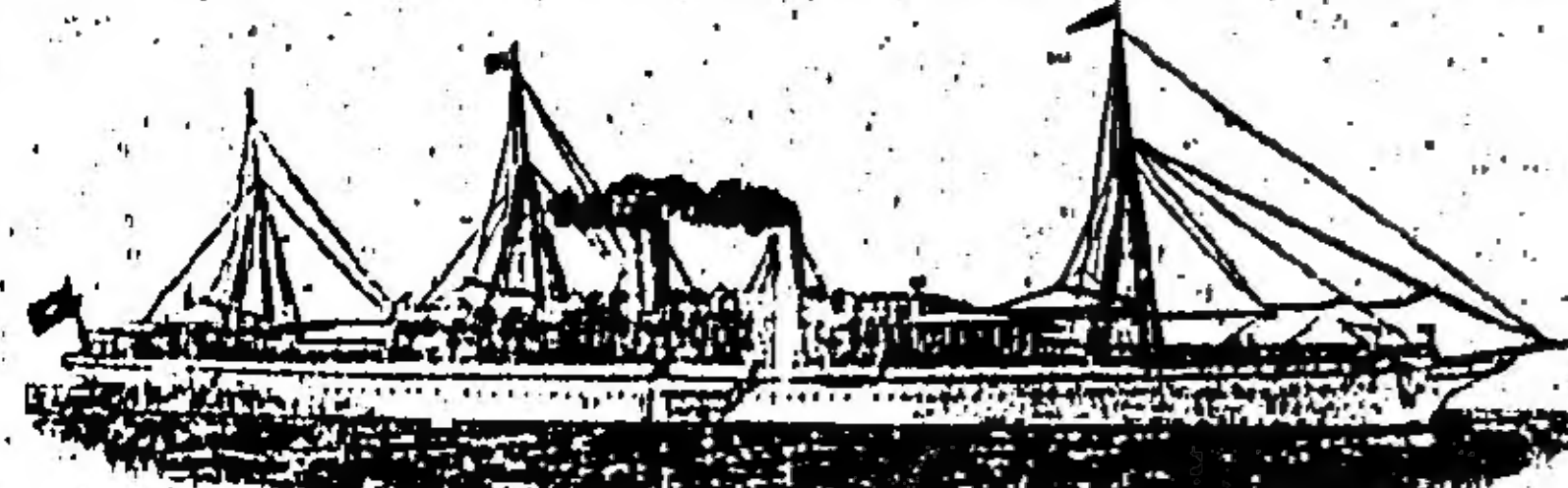
FARES—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$21.00.
 Canton to Samshui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th January, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 10 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trip.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S. Tons LEAVE HONGKONG ARRIVE VANCOUVER

"EMPERESS OF CHINA" 6,000 WEDNESDAY, Jan. 10 Jan. 31
 "ATHENIAN" 4,440 WEDNESDAY, Feb. 17 Feb. 17
 "EMPERESS OF INDIA" 6,000 WEDNESDAY, Feb. 24 Feb. 24
 "TARTAR" 4,445 WEDNESDAY, Feb. 21 Mar. 17
 "EMPERESS OF JAPAN" 6,000 WEDNESDAY, Mar. 7 Mar. 28

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOREA, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class \$14 St. Lawrence \$60. Via New York \$62.
 Hongkong to London, Intermediate \$10.
 Steamers, and 1st Class Rail.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 Hongkong, 15th December, 1905. Corner Pedder Street and Praya, opposite Blake Pier. [15]

HAMBURG-AMERIKA LINIE. OBTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
AMBRIA	HAVRE and HAMBURG.	17th Jan.	Freight.
BRISGAVIA	(Calling at SPORE, PENANG & COLOMBO).	24th Jan.	Freight.
ALBIA	HAMBURG and STETTIN.	31st Jan.	Freight.
RHENANIA	(Calling at SPORE, PENANG & COLOMBO).	10th Feb.	Freight and Passengers.
FORCK	HAVRE and HAMBURG.	21st Feb.	Freight.
SPERZA	(Calling at SPORE, PENANG & COLOMBO).	21st Feb.	Freight.
SAMBIA	HAVRE and HAMBURG.	7th March	Freight.
SCANDIA	(Calling at SPORE, PENANG & COLOMBO).	21st March	Freight and Passengers.
SILSIA	HAVRE and HAMBURG.	4th April	Freight and Passengers.
ANDALUSIA	(Calling at SPORE, PENANG & COLOMBO).	12th Jan.	Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity.
 Daily qualified Doctors are carried.

For further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 Hongkong, 6th January, 1906. [15]

HOTEL CRAIGIEBURN.

Review's Oak the Park, near the Tram Terminus, Tel. 55.
 For Terms, &c., apply to the
 MANAGER.
 Hongkong, 2nd July, 1905. [15]

Mails.

IMPERIAL GERMAN MAIL LINES.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUET, PORT SAID, NAPLES, GENOA, ANTWERP, BRUSSELS/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.
 ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.
 N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
GNEISENAU	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.
PRINZESS ALICE	WEDNESDAY, 14th March.
BAYERN	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
OLDENBURG	WEDNESDAY, 18th July.

ON WEDNESDAY, the 17th day of January, 1906, at Noon, the Steamship GNEISENAU, Capt. Bolte, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 15th instant, Cargo and Specie will be received at the Agency's Office till NOON, on TUESDAY, the 16th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERT-SHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
PRINZ WALDEMAR	3,427	TUESDAY, 9th January.
PRINZ SIGISMUND	3,302	TUESDAY, 6th February.
WILHELM	4,762	TUESDAY, 6th March.

ON TUESDAY, the 9th January, 1906, at Noon, the Steamship PRINZ WALDEMAR, Capt. C. Woltemas, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS. EUROPEAN & AUSTRALIAN SERVICE. DIRECT FOR YOKOHAMA AND KOBE.

FOR YOKOHAMA & KOBE PRINZ SIGISMUND TUESDAY, 16th Jan.
 SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA PREUSSEN WEDNESDAY, 17th Jan.
 SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA ZIETEN WEDNESDAY, 31st Jan.

* Reaching Yokohama in less than 6 days.

NORDDEUTSCHER LLOYD.

* For further Particulars, apply to

MELCHERS & CO., AGENTS.

WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."
 SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M. for the above Ports. THE ROUND TRIP OCCUPIES ONLY 35 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUING, TAKUNG and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905. [14]

JAVA-CHINA-JAPAN LIJN. REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIMAH	JAPAN	First half January	JAVA PORTS	First half January
TJILIWONG	JAVA	First half January	JAPAN VIA SHANGHAI	Second half January
TJILATJAP	JAVA	Second half January	JAPAN VIA SHANGHAI	First half February
TJIPANAS	JAPAN	Second half January	JAVA PORTS	First half February

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
 THE HEAD AGENCY
 OF THE
 JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 23rd December, 1905. [15]

Dentistry.

Dr. M. H. OHAUN.
 THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY.
 37, DES VUEZ ROAD CENTRAL.
 From the University of Pennsylvania, U.S.A.
 Hongkong, 22nd July, 1905. [15]

TSIN TING.
 LATEST METHODS OF DENTISTRY.
 STUDIO AT NO. 14, D'ARCY STREET.
 REASONABLE FEES.
 Consultation Free.
 Hongkong, 22nd July, 1905. [15]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A, B, C, 4th and 5th Edt.

Lieber, Scotts, A 1, and Watkins.

Yokohama, May 23rd, 1905. [13]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Homeward Passenger Season, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS.

FOR TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to	Leave	Connecting Steamers from	Due at	Due at
COLOMBO.	HONGKONG.	COLOMBO to	MARSEILLES & LONDON.	MARSEILLES & LONDON.
			3 days earlier.	1 day later.

	Tons. Noon, Saturday.			Tons. Saturday.		Friday.
ARCADIA	7,000	Feb. 10	BRITANNIA	7,000	Mar. 10	Mar. 16
DELHI	8,000	Feb. 24	MOLDAVIA	10,000	Mar. 24	Mar. 30
DONGOLA	8,000	Mar. 10	MONG LIA	10,000	April 7	April 13
DELTA	8,000	Mar. 24	MOULTAN	10,000	April 21	April 27
OCEANA	7,000	April 7	MARMORA	10,500	May 5	May 11

				Sunday.	Saturday.
ACADIA	7,000...	April 21...	VICTORIA	7,000 ..	May 10... May 26
EVANNA	8,000...	May 5...	HIMALAYA	7,000 ..	June 3... June 9
ELHI	8,000...	May 19...	INDIA	8,000 ..	June 17... June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking. In addition to the above Mail Steamers the following

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Tonnage.	LEAVE HONGKONG	ABOUT	DUE AT LONDON	ABOUT
JAPAN	4,500	Feb. 14	Mar. 31		
SUMATRA	5,000	Feb. 28	Apr. 14		
NUBIA	6,000	Mar. 14	Apr. 28		
JAVA	4,500	Mar. 28	May 12		
FORMOSA	4,500	Apr. 11	May 26		

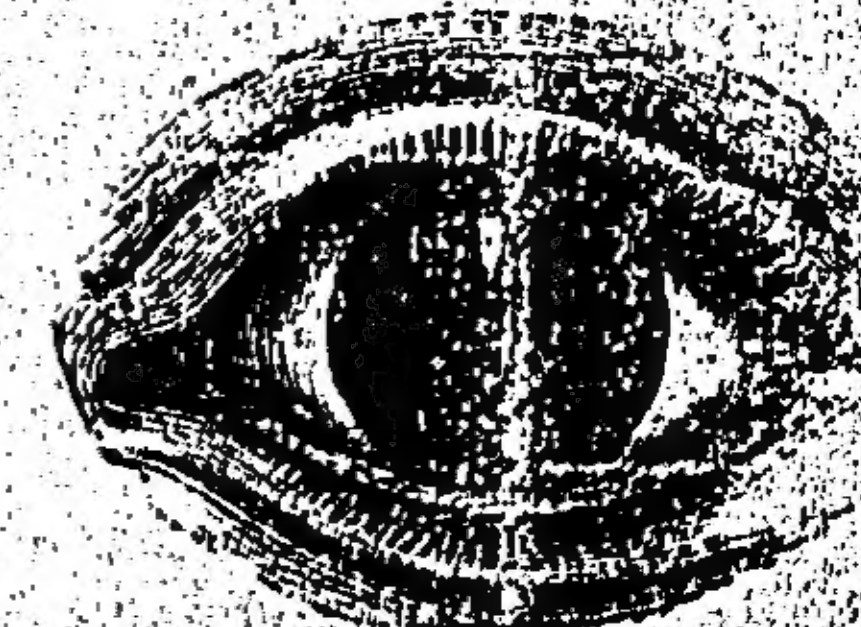
These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles. "SUMATRA" and "NUBIA" call at MARSEILLES.

"JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.

For Passage, apply to— E. A. HEWITT, Superintendent.

Hongkong, 5th January, 1906. [11]

EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON. CALCUTTA. SHANGHAI.
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 506, Nanjing Road.
 (Hongkong, 27th November, 1905.)

Hotels.

CONNAUGHT HOTEL. HONGKONG.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the RACES. PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, Elegantly Furnished. Fresh Water Lavatories. Hydraulic Elevator. Excellent Cuisine and Wine. Hot and Cold Water Baths and Shower Baths. Under European Management. Lanchester Service for Cabs.

Hongkong, 16th June, 1905. [17]

VICTORIA HOTEL, SHAMEN, CANTON. MACAO HOTEL, MACAO, CHINA.

ON THE BRITISH CONCESSION. IN THE CENTRE OF THE TRAM LINES.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Intimations.



E

BLEND.

VERY OLD
LIQUEUR

SCOTCH

WHISKY.

Per Dozen - - \$16.50

A. S. WATSON & CO.,

HONGKONG.

WINE & SPIRIT
MERCHANTS,

ALEXANDRA BUILDINGS.

Hongkong, 28th October, 1905.

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

SHERRIES

FROM

SANDEMAN, BUCK

& CO.,

XERES, SPAIN.

THE

OLDEST FAVOURITES

in the East.

Hongkong, 25th July, 1905.

[36-17]

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hom Road, and should be accompanied by the Writer's Name and Address.
(Ordinary business communications should be addressed to The Manager.)
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copy sent by post, an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On the 31st December, 1905, at Shanghai, the wife of JOHN HARVEY, of a daughter.

MARRIAGE.

On the 6th instant, at the Peak Church, MAUD LOUISE, daughter of Edwin Harlow, London, to WILLIAM LEWIS CARTER. [Two witnesses.]

The Hongkong Telegraph

HONGKONG, MONDAY, JANUARY 8, 1906.

THE SANITARY BOARD ELECTION.

Through the retirement of Mr. H. E. Pollock, M.C., and Mr. Ahmet Rami from the Sanitary Board it is necessary that two representatives of the ratepayers in Hongkong should be elected to fill the vacancies, and the election has been fixed to take place on the 22nd inst. So far, only one candidate has come forward, but from the appearance of this gentleman, and his manifold qualifications for the office of member of the Sanitary Board, we are inclined to believe that the ratepayers will be as well and truly served by those elected to the new vacancies as they were by the two members who have just resigned. The candidate first in the field is Mr. A. Shelton Hooper, Secretary of the Hongkong Land Investment and Agency Company, Limited. Those who are aware of the wide interests represented by Mr. Hooper, as secretary of the largest land association in the Colony, are bound to acknowledge that in him the ratepayers have a candidate whose claims for their suffrages are unrivalled. It is nearly nineteen years since Mr. Hooper came to the Colony, appointed to the Government Civil Service by the Secretary of State for the Colonies. For three years, Mr. Hooper held the position of Assessor, an office which naturally brought him into touch with those very questions which intimately concern the Sanitary Board. He had to inspect every tenement in the Colony for rating purposes, so that he may be said to have acquired a very special and inside knowledge of the Colony's conditions, its sanitary requirements, and its immediate needs generally. But that was in the early days of his connection with Hongkong; since that time he has widened and increased in every respect his initial acquaintance with the Colony, particularly with regard to buildings, the duties of landlords, great and small, and the character of the people who occupy tenement houses. In 1889 he was appointed secretary of the Hongkong Land Investment and Agency Company, and acting in that capacity he has become conversant with every question appertaining to the ownership of property, representing, as he does, both legally and officially, the largest property-owners in the Colony. More especially has he gained a practical and working knowledge of the Public Health and Buildings Ordinance, by which the Sanitary Board itself is constituted. When the Bill containing the clauses under which it was proposed to bring the Ordinance into operation first came before the public, it affected property to such an extent that the European landowners in the Colony formed themselves into a Committee having as its object the defeat of the Bill in its original form. Mr. Hooper was the Chairman of that Committee. The most experienced architects in the Colony were employed as the advisers of that Committee, counsel were engaged, and a petition was sent to the Government pointing out the injustice which would be caused if the Bill were passed into law. The Committee also recommended certain alterations and modifications in the Bill. As a result of these representations, backed by high and influential names, the Government, in the main, followed the advice of the property owners and amended the Bill. Although property-owners still contend that there is great room for further amendments in the Ordinance as passed, the fact that Mr. Hooper was Chairman of the Committee which obtained the alterations and modifications of the original Bill should be a guarantee of his acquaintance with that measure, and his understanding of its provisions. On one point Mr. Hooper has made it clear that he is in sympathy with the effort of the Sanitary Board to keep the city sweet and clean. He contends that when property-owners in Hongkong fail to recognize

where their own interest lies, if they do not keep their property up to the highest sanitary level. It does not pay to have insanitary premises, which is the crux of the whole matter. On another point Mr. Hooper has expressed his views. He states that when the Government attempt to do anything in the way of confiscation without adequate compensation he will, if elected, offer strenuous opposition to the proposal, holding that the principles approved by the House of Commons should be followed in Hongkong. These are some of the points on which Mr. Hooper has strong and sound convictions. He is eminently the man for the Sanitary Board. He possesses the knowledge, born of long experience, of the sanitary and conservancy requirements of the city; he is critical, honest and disinterested; and it will be a very strange and remarkable thing if he does not head the poll at the forthcoming election.

THE LAW OF THE ELECTION.

One phase of the forthcoming election of members to the vacancies on the Sanitary Board which has aroused no little remark is the curious wording of the notice appearing in the Government Gazette with reference to the election. The ratepayers entitled to vote are (1) those who are included in the special and common jury lists; and (2) those ratepayers who are exempted from serving on juries on account of their professional avocations. Such is the order as laid down in Section 8 of Ordinance No. 1 of 1903. But the notice in the Gazette has the addition "for the year 1905"; that is to say, that the ratepayers entitled to vote must have been on the special and common jury lists for last year. The same requirement does not, evidently, attach to the professional men who are ratepayers. Now what is a ratepayer, may be asked, after reading these rules? The Government by this notice in the Gazette defines a ratepayer as one who has paid his rates. But we contend that the Government has most unfairly limited the list of ratepayers. Take the case of one who had been a ratepayer six months ago. He proceeds to Europe, on furlough, but before leaving gives up his house, sells his furniture and leaves nothing on which rates are leviable. The ex-ratepayer returns to the Colony on 1st January, 1906, takes a house, and pays his rates in advance, as required by the law. Is such an individual not a ratepayer and entitled to vote, quite as much as the person who has remained in the Colony and paid his rates right along, up to and including December? The Government says "No," but few will endorse that decision. Yet that does not end the matter, for the Government notice in the Gazette says "No ratepayer will be allowed to vote, unless he produces to the undersigned the receipt for the rates paid by him for the month of December, 1905." In other words, the Government demands proof that the rates have been paid, although the ratepayer has done so through his landlord. We hold that the Government has no right whatever to demand proof of a tenant that he has paid his rates, nor has the Government any right to suggest that a ratepayer is in arrears. The landlord collects the rates from his tenants and is responsible to the Government for those rates whether collected or not. If he fails to collect from the tenants then he has the law at his back, and can by all legal means compel the tenants to pay. In Britain there are "owner" and "occupier" rates so that there is no question on the point—each has to pay separately; but here the landlord is responsible and if he has paid the rates on his property—as most assuredly he will be required to do by the Government's ymardons—then the assumption is that the tenants have paid him, that he has recouped himself, in fact, in one way or another; and these tenants, provided they comply with the other requirements are certainly entitled to vote. So long as a man can satisfactorily prove that he is liable to pay rates, then that should be sufficient proof that he is a ratepayer entitled to vote. Most tenants in Hongkong pay to the landlord so much for rent and so much for rates. A man with a house rented at \$100 a month hands over to his landlord \$113, as a matter of course. The receipt he gets in return may not specify that the payment was for rent and rates; it may simply read "To rent in December, 1905—\$113." Should the Government keep to the actual words of the paragraph quoted above, that ratepayer would find himself non-suited, so to speak, without a vote and without a right to claim a vote. The above has been written on the assumption that the Government was entitled to demand the production of a receipt for rates paid in December last. But the election is to be conducted by the district told under Schedule C of the Ordinance. What does Schedule C say about that receipt? It does not even mention the word "receipt" in any of its eleven rules! What right then has the Government to demand the production of such a receipt at all, when (unless the Governor in Council has amended

ed the rules, and that is hardly probable) they are flying in the face of the law? The whole question of receipts, and the date when the rates have been paid, and who paid them and all the rest of it, have been imported into the notification of the forthcoming election without any apparent authority. If these anomalous features are carried into effect in their entirety there is little doubt but that a Court would uphold any protest made upon the issue of the election, which would thereby be rendered null and void. But a protest would mean money and nobody thinks it worth the trouble and expense. Only the principle of adding irregular features to a legal document is absolutely wrong.

LOCAL AND GENERAL.

THE Nippon Yusen Kaisha's service to Bombay is to be changed from monthly to bi-monthly. Five steamers are to be placed on the run and the Japanese terminus will be at Osaka instead of Yokohama.

RETURN of visitors to the City Hall Library and Museum for the week ending the 7th January:—Library—Non-Chinese, 236; Chinese, 101; total, 337. Museum—Non-Chinese 97; Chinese, 2,621; total, 2,718.

A CHINAMAN named Lo Wa appeared at the Magistracy this morning charged with decoying a male child named Wong Kan, seven years of age, from his parents on Dec. 18th last, at No. 62 Bridge Street. The case was remanded for further evidence.

THE Kobe Herald has been informed by the local office of the N.Y.K. that either the s.s. *Nikko Maru* or the s.s. *Yamato Maru* will be put on the berth for Australian ports in the latter part of January or thereabouts, the resumption of the regular service to follow soon.

SUN Tok Ki, who styles himself a trader, was charged at the Police Court this morning for obtaining from one Ling Kau, a money-changer, No. 79 Queen's Road West, the sum of \$100 with intent to defraud. Mr. P. W. Goldring appeared for the defence. The case was formally adjourned until Friday next, bail being allowed in the sum of \$500.

THE Chinese are making Des Voeux Road West a regular dumping ground, your Worship and several complaints have been made to the P.W.D., said Sgt. Gordon at the Police Court this morning when a Chinaman was charged for dumping refuse in that vicinity. "Are they?" remarked Mr. F. A. Hazeland. "Pay a fine of ten dollars."

At the Shanghai Mixed Court on the 2nd inst. before Mr. King, assistant Magistrate, and Mr. J. H. Arnold, American Assessor, a chair coolie was charged with plying for hire with an unlicensed sedan chair, contrary to Municipal regulations. The accused was finally fined \$3, the execution of same to await the consideration of the Consular Body and the Tao tai.

AN aged Chinaman was charged before Mr. F. A. Hazeland this morning for selling intoxicating liquors and kerosene oil without the necessary licences at Hunghom on the 3rd instant. His Worship imposed a fine of \$100 on the first charge and \$50 for storing the oil, and the liquor and vessels containing it to be forfeited, while a sum of \$15 was to be given to the informer, if the fine was paid.

NEWS has been received in Kobe of a fire on board the barque *Challenger*, 1,399 tons, Capt. Pedersen, off Minabe, on 27th ult. The vessel was carrying a cargo of fish-manure, and the captain telegraphed to Osaka for a tug. This assistance was dispatched, but a further telegram on 28th idem stated that the vessel was still on fire, and sinking. A later message from Minabe received on 29th states that the *Challenger* has been filled with water, and sunk.

We very much regret to have to announce the death at Shanghai on 1st inst. of Mr. J. B. Kremer, formerly Captain in the French Colonial Infantry, and lately Chef de la Garde Municipale Française. The late Captain Kremer was an invaluable public servant, and during his twelve years' residence in Shanghai he and his amiable family have been extremely popular with all who knew them.—N.C.D. News.

THE *Daitshin-maru*, a steamer of 1,306 tons, which has been built at the Mitsui Bishi Yard, Nagasaki, to the order of the Osaka Shosen Kaisha, left Nagasaki on the 27th ult. for Osaka. The *Daitshin-maru* is a sister-ship of the *Daitchi-maru* recently built by the Osaka Tekkojo (Osaka Ironworks) for the Tientsin line. During the winter season, when the Peiho is frozen, the new steamer will be put on the Tairen or Korean line with the *Daitchi*.

A CORRESPONDENT asks us to direct the attention of the authorities to the riskiness of the nuisance which occurs every afternoon at the Happy Valley, at the entrance to the Naval and Military football grounds. He says that after a match is over an exit is sometimes impossible owing to the gateway being blocked by these coolies toting for fares. Our correspondent suggests that a policeman should be on duty in this vicinity to check the coolies.

UNDER instructions from the Shanghai Tao tai, Mr. Kuan, the Mixed Court magistrate, has posted a proclamation in front of his yamen asking all Chinese who suffered through loss of relations, lives, or injuries of person, or in goods and chattels during the recent riots, to present detailed, written statements of the same so that their cases may be taken into consideration by the higher authorities, whereby the deserving are to be indemnified proportionately. Persons are, however, warned not to present false claims.

THE *Tetsu-maru*, a steamer now being built at the Mitsui Bishi yard, Nagasaki, to the order of the Osaka Shosen Kaisha, was launched on 27th ult.

At the instance of Inspector Gauld, eleven coolies were paraded before Mr. F. A. Hazeland at the Magistracy this morning, on a charge of gambling, and three others for keeping a common gaming house at No. 5 Macgregor Street, at Wanchai. Evidence was taken. The first defendant was fined \$100, the second and third \$50 each, and the remainder \$3 apiece. A similar charge was made out against nineteen men—two for keeping a gaming house at Yaumati and the remainder for gambling. Mr. P. W. Goldring appeared for the defence of the first two defendants. The others pleaded guilty to the charge. The case of the first three defendants was adjourned until Wednesday. The remainder were fined \$5 each.

At about 7.45 o'clock last evening two Chinamen went to a dwelling house at No. 18, Bridges Street and rapped at the door. The door was immediately opened by a Chinese lad, and in answer to inquiries by these strangers said his master was out. The visitors said they had imperative business and would wait. They are supposed to have entered the house, and soon after seized the boy, bound his hands and feet and gagged him. They then searched the place and removed clothing and a jade stone bangle to the value of \$50, before they decamped. The matter was reported to the police, who made investigations. They appear to think that it was a "phantom" robbery; the lad who was supposed to have been gagged and bound has not a mark on his person to corroborate his statement. The police are of opinion that this robbery was "made up," as it is stated, the alleged victim was in debt.

SPORTS.

ASSOCIATION FOOTBALL.

On Saturday afternoon on the Naval Football ground, at Happy Valley, a match was played between H.M. ships *Tamar* and *Hogue*, in the competition for the China Squadron Football Challenge Shield. The first half of the game was rather even, though the *Tamar* stood on the aggressive a while and just before half-time Woolley netted a goal. The *Hogue* could not equalise in the second half, the *Tamar* winning by a single goal.

Early on Saturday afternoon the Royal Engineers played the Army Staff in the third round for the Soldiers' Club Football Shield. A good game being exhibited the score was one all at half-time, with the Army Staff pressing hard. Everyone present expected the game to be drawn when a foul occurred within the penalty line of the Army Staff, and the R.E.s were awarded a penalty-kick. Heatley took charge and piloted the ball into the net. The Engineers therefore won by a 2 to 1.

Immediately after the last mentioned match terminated the West Kents met the Naval Yard for the shield. For a few seconds the Naval Yard did some good work, but when the soldiers settled down to play, "they had not a leg to stand on." The dashing play of the West Kents, coupled with good combination, was too much for the Naval Yard, who were defeated by eight goals to nil.

HOCKEY.

On the Saturday Hockey ground at Happy Valley on Saturday afternoon, H.M.S. *Hecle* played the 129th Baluchis a friendly game. The Indians again proved superior and won by four goals to nothing.

CRICKET.

PARSEES VS. LUSITANO C.C.

The Parsees won this match by 74 runs. Following are the scores:—Parsees:—Battiwara 19, Vasunia 52, Balki 9, Taraphoria 17, Captain 0, Sanga 0, K. Jamshedji 0, Mowdavalala 10, Chinoy not out, 0; Karanjia, Bejooji did not bat; Byes 10; total 123. Lusitano C.C.:—Ivanovich 0, H. Silva 0, L. Remedios 0, Roza 0, J. Lopes 29 not out, Carvalho 0, Rodrigues 3, F. Silva 5; C. Silva 0, Barradas 4, Soares 0, Byes 4; total 49.

THE JAPANESE IMPERIAL DIET.

JAPAN'S RELATIONS WITH OTHER COUNTRIES.

The twenty-second session of the Imperial Diet was formally opened on 28th ult. by his Majesty the Emperor, with the usual ceremony. The Imperial Message, read personally by the Emperor in the House, is as follows:—

"Lords and Gentlemen.—By the aid of the Army and Navy officers, competent officials, the members of the Diet, and by the loyalty of our faithful subjects in general, We have laid down our arms with glory to ourselves and restored friendship with Russia. We are very happy to see that the Agreement between Our Empire and Great Britain was lately revised, and that the relations of Our Empire with the Treaty Powers are increasing in cordiality. By a series of Agreements concluded with Korea, the relations of Our Empire with that country have been brought much closer. It is necessary to promote friendship more and more with Korea, and to endeavour to discharge Our duty in guiding the Koreans into the path of civilisation. "We have directed our Ministers of State to submit the Budget for the 29th fiscal year and projects of law to the deliberation of the Diet. You are requested to discharge your duties in harmonious co-operation, keeping in mind the progress and destiny of Our Empire, and aiming at future prosperity."

Prince Tokugawa, President of the House of Peers, received the Imperial Message, and his Majesty left the House at 11.30 a.m. for the Imperial Palace.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

FARNHAM, BOYDS.

PROPOSED WINDING-UP.

RE-CONSTRUCTION SUGGESTED.

SHAREHOLDERS CALL SPECIAL MEETING.

[From Our Own Correspondent.]

Shanghai, 8th January, 12.10 p.m.

A number of shareholders in S. C. Farnham, Boyd & Co., Ltd., have decided to call a special meeting of the Company to be held at an early date. The object of this extraordinary general meeting is to discuss a resolution, proposing that the Company, as at present constituted, should be wound up.

It will be proposed, further, that the Company be re-constructed on a popular basis, so as to meet the requirements of the situation, and the wishes of the shareholders.

CANTON-SIN-NING-CHU.

PROPOSED RAILWAY

TO BE BUILT BY CHINESE CAPITAL.

[From Our Own Correspondent.]

Shanghai, 8th January, 12.10 p.m.

The Chinese Board of Commerce, the Shangpu, have decided to build a railway from Sin-ning-chu to Canton.

[Sin-ning-chu is situated on the borders of Tonkin, and the statement issued by the Chinese Board of Commerce seems intended to check French pretensions to the right of having a hand in the construction of the line. The proposed railway will pass in very close proximity to the Yunnan railway running to Kweichow-wan, if indeed the two railways will not cross at Sin-ning-chu, so that there is a possibility of a very interesting sequel to the announcement now made by the Chinese Board.—ED. H.K.T.]

THE CRIMINAL CLASSES.

The following figures are interesting, as showing what our local Police and Detective Forces are doing to keep down crime in the Colony.

During the year 1905, no less than 1,643 criminals were sentenced to banishment, of whom 65 returned, and on re-arrest were identified by the printed impressions of their finger-tips. Not included in the above figures were 574 undesirable dumped in our midst from neighbouring ports, and by our authorities "passed on" to "green fields and pastures new." Of old offenders there were no less than 695 arrested and dealt with by due process of law, while 3,540 personal descriptions, and 3,016 finger prints, of criminals and suspects, were taken by the Police, while beggars, too numerous to calculate, have been "chased off" our streets—a good year's record for any Force.

HIGHWAY ROBBERY.

The most daring act of highway robbery which has happened for quite a while, was perpetrated this forenoon at the Junction of the Old Bailey and Caine Road, in which a servant girl was the victim. It appears that about eleven o'clock in the forenoon a native girl about fourteen years of age and working with a family at No. 64, Caine Road was sent down to Queen's Road to change into silver coins a fifty-dollar note. She was returning home with the money wrapped in a handkerchief when a Chinaman sprang out from behind a tree, gave the girl a smack in the face, snatched the money, and cleared down the street. Fortunately an Indian detective, who was standing some distance away, saw the thief running, and at once gave chase and soon had the delinquent safely in custody.

At the Magistracy this afternoon Wong Yau, a native of Pok Lo, was charged before Mr. C. A. D. Melbourne with stealing \$50 from Ho Tai Wa, a servant girl.

The defendant at first denied the charge, but subsequently pleaded guilty. His Worship:—Tell him that he is liable to be flogged. I sentence you to six weeks' hard labour, and the money to be returned to the complainant.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Kutang*) 9th inst.
American (*Doric*) 10th inst.
French (*Caledonian*) 9th inst.
Canadian (*Athenian*) 11th inst.
English (*Arctica*) 11th inst., 4 p.m.
German (*Prins Sigismund*) 14th inst.
Canadian (*Empress of India*) 17th inst.

The German s.s. *Quarta* left Wakamatsu for this port, and is due here on 11th inst.
The O. & O. S. S. Co.'s s.s. *Doric* will leave Manila this afternoon, and is expected to arrive about noon on 10th inst.

The H. A. L. s.s. *Spaulding*, from Hamburg left Singapore for our port on 6th inst., and may be expected here on 10th inst.
The P. & O. S. N. Co.'s s.s. *Arctica* left Singapore for this port on 6th inst., at 5 p.m., with the outward English Mails, and is due here on 11th inst., at 4 p.m.

TELEGRAMS.

[Reuter's.]

The Repatriated Japanese Prisoners.

LONDON, 5th January.
The *Pancreator*, with 936 repatriated Japanese prisoners of war, has passed Port Said.

The Battle of Tsushima.

ADMIRAL ROZHDISTVENSKI'S PRIVATE OPINION.
Admiral Rozhdistvenski, in his communication to the *Nova Vremya*, explains that the permission to publish the letter did not imply that the Ministers agreed with the views expressed therein, especially as permission was given without the letter having been censored.

The allusion to Great Britain was Admiral Rozhdistvenski's own private opinion.

Russia.

Later.
Russian advices continue to report serious trouble in different parts of the Empire showing that the revolution is in nowise wholly repressed.

The United States Currency.

IMPENDING PANIC.
Mr. Schiff, the well-known banker of New York, in a speech, predicts that a panic, exceeding all previous experiences, will occur, unless the currency is reformed and made more elastic.

The speech has made a great impression.

The Morocco Conference.

6th January.
The American delegates at the Morocco conference are instructed to prevent Franco-German friction, and to maintain the open door.

The Chinese in the Transvaal.

The *Standard* quotes Counsel's opinion that Lord Elgin acted illegally in stopping the importation of Chinese to the Transvaal, and says that the power rests solely with the Privy Council.

The British Army.

The *Standard* understands that the Secretary of State for War will restore five years of colour for War to restore five years in the reserve.

The Elections.

The elections are marked by increasing rowdiness.

Mr. Balfour speaking in Manchester was constantly interrupted, and the police had to be summoned to eject the offenders.

[N. C. P. News.]

The Chino-Japanese Treaty.

Peking, 30th December.
The *Peking Kungpo*, an official organ of Viceroy Yuan Shih-kai, gives the gist of the Chino-Japanese Treaty regarding Manchuria, as under:

Art. I provides for the lease of the Liaotung Peninsula to Japan.

Art. II concerns the lease of the Chinese Eastern Railway.

Art. III relates to the lease of the mines along the Chinese Eastern Railway.

Art. IV provides that the military railway between Antung and Mukden, under certain conditions for redemption by China shall be left as at present.

Art. V provides that the Hsienmintun-Mukden railway shall be left as it is.

Art. VI permits Japan to build a railway between Kirin and Changchun.

Art. VII concerns the trade relations of Manchuria and Korea.

Art. VIII names the new towns to be opened to foreign trade.

Art. IX engages that the military telegraphs and post-offices shall be left as they are.

Art. X provides for the withdrawal of railway guards under certain conditions.

Art. XI relates to the civil administration of Manchuria.

Art. XII provides for the unity of the Eastern Provinces.

Art. XIII establishes a Chino-Japanese joint enterprise in the timber-felling business along the Yalu.

This seems to be an authentic summary of the Treaty.

AN APPEAL TO THE EMPEROR.

EXCITING SCENE AT TOKYO.

The *Japan Chronicle* of 30th ult. says:—On Thursday morning an attempt was made by a Japanese to make a personal appeal to his Majesty the Emperor during the Imperial journey to the House of Peers, with the object of opening the Diet. When the procession approached the House of Peers, a man decently dressed in haori and hakama sprang out of the crowd along the roadside, approached the Imperial carriage, and attempted to present a petition to his Majesty. The man fell to the ground before being able to present the petition, and was immediately pounced upon by the police. The petitioner said he was a native of Okayama prefecture, named Fujiwara Hideo, and gave his age as 43. He attempted to make the personal appeal to his Majesty with the object of craving the Imperial benevolence and special pardon for Mr. Kono and other leaders of the Hibiyu anti-peace meeting, who are charged with having attempted to hold a prohibited meeting.

Later investigations show that the man was formerly a teacher in elementary schools or a clerk in a village office. He takes an all-absorbing interest in politics, and has spent his money in this way.

CLAIM FOR COAL.

S.S. "PAUL BEAU" SUE.

In Admiralty jurisdiction this morning, His Honour, Sir Francis Pigott, Chief Justice, presiding, the Sam Hing Firm sued the s.s. *Paul Beau*, for the recovery of the sum of \$5,390.60, being the price of coal supplied to the defendant steamer by the plaintiff firm, between May and July 1904.

Mr. M. W. Slade, instructed by Mr. C. D. Wilkinson, of Messrs. Wilkison and Grist, appeared for the plaintiff firm, and Mr. H. E. Pollock, K.C., instructed by Mr. M. J. D. Stephens, appeared for the defendant vessel.

In opening the case, Mr. Slade said this was a case brought by the Sam Hing Firm, who were coal merchants, carrying on business at Nos. 28 and 30, Pottinger Street in this Colony, against the s.s. *Paul Beau*, a steamer which had for the past two years been trading between Hongkong and Canton. The coal was supplied in 1904.

Mr. M. W. Slade said this was a test case. There was a precisely similar action against another ship of the same company for the same supplies, and the parties had agreed to let the decision in one action govern the other.

The plaintiffs were requested by Kwok Tze Ting, representing himself as the agent of the *Paul Beau*, to supply coal to that vessel, and the coal was supplied to the captain and owners. Under the English law the suppliers of goods to a ship had a right of claim against that vessel for the price thereof, and could arrest her and hold her against the amount due.

Mr. Pollock said that he objected to the reference to the English law, as the steamer was a French steamer, under the French flag, and the case must be dealt with by the law of that flag.

Mr. Slade said the supplier of goods to a ship had a lien on that ship, when he had given credit to the charterers.

He would deal with the French law later.

Mr. G. Liebert, French Consul, here entered the Court, and watched the case on behalf of the defendant steamer.

Mr. Slade, continuing, said that the coal was received on board, and receipts given by the officers thereof, and the cost had never been paid and was still due and owing.

The defendants admit the *Paul Beau* was plying between Canton and Hongkong during the period mentioned and that if coal was supplied to her, that coal was supplied to the order of Messrs. Trevoux and Co., the then owners of the *Paul Beau*, and not to the order of the steamer. The defendant steamer denies owing any money for coal supplied, or liability for any claim for coal, and enter a counter claim for damage sustained by reason of the plaintiffs causing the wrongful arrest of the *Paul Beau*, on account of the loss of the services of the said steamer, during the period of such arrest.

At the time of the supply of the coal the plaintiffs were not aware of Messrs. Trevoux and Co.'s existence.

Mr. Pollock: I would ask your Lordship to make a note of that, "the plaintiffs were not aware of the existence of Messrs. Trevoux and Co." It is an important point.

Mr. Slade: I think not; the plaintiffs were not aware of their existence at the time. Of course, they became aware subsequently that there was a firm of Trevoux and Co., and they had been owners at one time of the *Paul Beau*, and another vessel of the same sort.

Mr. Pollock: It is an important point and I must ask your Lordship to note it.

Mr. Slade then proceeded to quote the English Admiralty Court Act of 1890, when Mr. Pollock objected, saying he doubted the jurisdiction; this was a case of coal supplied to a foreign ship in a foreign port, and the English Admiralty Act did not apply.

His Honour: Well, we'll just hear what Mr. Slade has to say.

Mr. Pollock: Very good, my Lord.

Mr. Slade then read extracts from a number of authorities bearing on the supply of coal to steamers, and the liability of such steamers for the price thereof.

Kwok Sau Chuen, the first witness called, proved the sale and delivery of the coal in question, and said that he first heard of the firm of Trevoux & Co. forty days after the transaction, when the captain of the *Paul Beau* went to him and asked him to alter the name on the bill to Trevoux and Co., as Kwok Tze Kin said they were the owners, and witness altered the name to Trevoux and Co. accordingly.

Witness saw Mons. Trevoux after the presentation of the bill, and he was then told that Mons. Trevoux was then waiting for instructions from France.

Mr. Pollock objected to that going in as evidence, as it was only an alleged conversation between Mons. Trevoux and witness—an alleged statement between witness and a third party, and as such could not be accepted as evidence. Mr. Slade said he had the same doubt on that point as Mr. Pollock and therefore would not press the point.

Witness, continuing, said that in consequence of something Mons. Trevoux said he waited, and the first time the ship came from Canton he took action.

Cross-examined by Mr. Pollock, witness said he was not the sole partner in the plaintiff firm. He owned a \$1,000 share in it, the whole capital being \$7,000. Witness was the sole manager of the firm, and the partners looked to him to attend to the business in the best way to prevent loss. He had known Kwok Tze Kin for years, and had supplied coal to steamers on his order before. Kwok Tze Kin was manager of the Hongkong Steamship Co. He was not related to him, though the surname was the same. He first met him when he came to buy coal for the Hongkong Steamship Co. The bill was addressed to that Co. and it was paid. When Kwok Tze Kin ordered the coal in question he said it was to go on board the

Paul Beau. Witness did not ask who the owners were.

Mr. Pollock: Why did you not ask the name of the owners of a steamer to which you were supplying coal?—I trusted the steamer.

And you call yourself a business man? Where would you have been if the steamer had not come back to Hongkong?—Well, I should have waited and then seen what was to be done. I would not have looked to Kwok Tze Kin for the amount of the bill.

When the coal was ordered witness was asked to supply it on credit, the coal to be paid for in 30 days. He first heard of Trevoux, as the agents of the *Paul Beau*, in July, 1904, but did not remember the actual date. Nothing was said then about the bill being made in the name of Trevoux, but after the bill was sent in, he was asked to alter the bill from the name of the Captain of the *Paul Beau* to that of Trevoux. Witness did not make out the bill, but he saw it and it was made out "The captain and owners of the steamer *Paul Beau*." Tung Shuk Hing made out that bill. When it was brought back from the captain the words mentioned were scratched out, and the accountant who brought it said that a new bill must be made out in the name written on the top, and that was "Trevoux and Co." A fresh bill was made out, and witness saw it. On that bill there was no mention of the captain and owners of the *Paul Beau*. The old bill was kept in the shop. Looking at a bill produced witness said that was the old bill.

Mr. Slade objected to witness seeing that bill.

Mr. Pollock: Very well, put it in; and don't let witness see it.

Witness, continuing, said that from memory he could only say that the *Paul Beau* was mentioned, but did not remember if there was any other steamer mentioned. He did not think the *Charles Hardouin* was mentioned. The word "Agents" was added to the name "Trevoux and Co." That was done at witness's direction. The bill was then sent to Kwok Yik Tin, and the latter sent it back a second time, and at his request a new bill was made out, leaving out the word "agents." Kwok Yik Tin was not a witness for the plaintiff. Witness left out that word as Kwok Yik Tin said "leave out the word 'agents,' and you'll get your money." When he had the bill made out he did not intend to claim the money from Trevoux, but from the ship first. He was in Canton when the second bill was made out. The transaction was carried out by his *fokei*, and he did not care what name was on the bill; he only looked to the ship for his money. He went to Canton 40 odd days after the dealings. Kwok Yik Tin knew witness was in Canton when he sent the bill to be altered. Witness did not see the first bill after it was altered. He was present when the first bill was made out, but knew nothing about the second bill, until he returned from Canton. Yung King Wan was the accountant in witness's shop; he was not a partner.

The case for the plaintiff having closed, Mr. Pollock, in opening the case for the defence, said the English law did not apply to this case, as the *Paul Beau* was a French steamer, registered in France and in Canton, and therefore must be tried according to French law, she also trading under the French flag. Of course, learned Counsel admitted, a foreign steamer entering this port at once became amenable to the laws of this Colony; but that had nothing to do with this class of case. Mr. Pollock then quoted certain authorities regarding cases which had been decided in Queen's Bench, and which had decided that in such actions the ship, if a foreign ship, must be tried according to the law of its country.

His Honour: But is not a ship liable, under any law, for goods supplied, necessary to its proper navigation?

Mr. Pollock: I submit, my Lord, that the person ordering such goods is alone liable.

A lengthy discussion then followed as to the rights of the law of the flag, His Honour holding that it had generally been accepted of late that the law of the flag did not follow a vessel all over the world.

Mr. Pollock said he was not in any way arguing against the jurisdiction, as he fully admitted the jurisdiction of this Court, but the question to consider was under what law the case was to be dealt with.

The case is proceeding.

CANTON NOTES.

[From Our Own Correspondent.]

Canton, Jan. 5th, 1906.

THE MYSTERIOUS DISAPPEARANCE OF QUEERS.

I mentioned some days ago that in the Sai Kwan section of the city queers were mysteriously disappearing. The Viceroy has ordered about one hundred soldiers to investigate this mystery. Men, women and children go out and return without their hair and they cannot tell how it has disappeared. It looks as if some person or persons has been mesmerizing these people and then cut off the queers.

THE VICEROY.

The Viceroy is reported as under the weather. The consuls can neither see him nor hear from him. All business between Shanghai and the Viceroy's yamen is at a standstill.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 8th at 11.45 a.m. The barometer has risen over N. China and Japan, and fallen over S. China.

Pressure is highest over N. China and the Sea of Japan. Gradients are slight, and fresh to moderate monsoon is indicated in the Formosa Channel and the N. part of the China Sea.

Forecast—fresh to moderate E. winds; fair

"TWELFTH NIGHT" PARTY.

VICTORIA BARRACKS EN FETE.

The children's Christmas holidays were brought to a fitting close on Saturday afternoon, when Colonel Kent and Officers of the Royal Garrison Artillery were "at home" to the children of the Garrison at the R.G.A. Theatre, Victoria Barracks, the motif being a Christmas-tree. Regimental Quarter-master Sergeant Tusby had, with the aid of a band of willing helpers, under the supervision of Captain Fletcher, transformed the theatre into a perfect bower, with the evergreens of the season amid tastefully displayed bunting and Japanese lanterns, and there some hundred and sixty-five guests all told sat down to a very excellent "High tea," the table being presided over by the Rev. G. Searle, Chaplain to the Forces, the good things provided by Captain Butcher being done ample justice to, especially by the juveniles, though their little faces were beaming, and their hearts beating, in anticipation of the better time to come. When all had satisfied their not very peremptory appetites, the tables and chairs were made to vanish as if by magic, while the raising of the curtain revealed the delight of every child's heart at this season of the year—a gaily decorated and top-laden Christmas-tree, lit up and dazzling. This appearance was greeted with a prolonged spontaneous shout from the children who were allowed ample time to admire the result of the kindly work of Mrs. Kendal, Mrs. Kays, and other kind friends of the children; before the work of spoliation began. The delight of the youngsters was infectious, and made many a jaded heart there feel young and gay again, even if only *pour le nonce*. The proceedings consisted of a magic lantern display by Captain Vereker, R.G.A., dancing, to the strains of excellent music played by four instrumentalists of the R.G.A., who also played pleasing selections of music during the afternoon, and then came the benedict moment when the little ones gathered round the tree, each to receive an appropriate present from the gracious hands of Mrs. Kent, the Colonel's wife. The tree denuded, Sergeant Major Fairbairn returned thanks to Colonel and Mrs. Kent, and the Officers and ladies responsible for the carrying through to such a delightful success of the enjoyable entertainment just participated in by young and old, and wished them all a bright and happy New Year, and thus the proceedings were brought to a happy conclusion, with the singing of "God save the King."

THE MIXED COURT TROUBLE.

Viceroy Chou Fu wired to the Taotai at Chingkiang the other day warning him to take proper steps to stop any troubles being caused there and to protect the life and property of foreigners and the natives, and that in case of any troubles the bad characters should be strictly dealt with.

Secretary Wei has sent in the following views to the Waiwupu regarding the Mixed Court affair.

(1) The matters to be settled regarding the fracas at the Mixed Court should be dealt with as the Shanghai Taotai has proposed.

(a) According to Anglo-Chinese Treaty and the Mixed Court Regulations there is no article which stipulates that natives who commit crimes within the foreign settlements should be under the charge of the Municipal police.

(b) The Mixed Court has the right to take charge of Chinese and thus the magistrates of the said court did not do anything which violates the treaty or regulations.

(c) At present the Mixed Court Magistrates are asked to act against the regulations and thus the Mixed Court is closed; therefore the responsibility for the closing of the said Court rests on the British Vice-Consul concerned.

(2) Strikes took place owing to the fact that the British Assessor, having insisted upon an action against the regulations, the natives became indignant. Thus the responsibility of the strike rests on the British Assessor.

(a) The natives became indignant about the action of the British Assessor by which China's dignity was violated. Bad characters took advantage of the circumstances and caused riotous acts and coerced the natives to strike and thus caused loss and damage of life and property of the natives.

(b) The strike was caused solely because the British Assessor had violated the Mixed Court Regulations and all the responsibility for the loss and damage to the natives in the Settlements rests on the British Assessor.

(3) The bad characters who caused the riots should be tried by the Mixed Court Magistrates.

(a) The loss and damage to life and property of natives and foreigners either official or private should be reported to the Mixed Court to be dealt with properly.

(b) The troubles within the Settlements had been caused by bad characters and had nothing to do with the native merchants or workmen in the Settlements.

(c) China has no right of policing the foreign settlements and has no responsibility to maintain order in the foreign settlements.

(d) All the natives within the settlements pay rates to the Municipality and the Municipality is responsible for the maintenance of order in the settlement.

The above are requested by the petitioner to be informed to the Senior Council through the Shanghai Taotai.

In the settlement Chinese authorities have the right of trying Chinese in the Mixed Court and otherwise no right to act and the local native officials have no responsibility in the matter. In this connection, he says, he would send in his views etc.—*Universal Gentle*.

PAR EASTERN NAVAL VISITS.

BRITISH CRUISER SQUADRON TO VISIT PHILIPPINES AND SAIGON.

The beginning of an important and a highly interesting round of visits, in the course of which international courtesies will be exchanged, commenced this afternoon, when a cruiser squadron of the British fleet in China left Hongkong to salute our cousins of the Anglo-Saxon race in the Philippines and our friends of the entente in Saigon. The squadron consisted of the *Diadem*, which will be the flagship of Admiral Sir Gerard U. Noel, Commander-in-Chief, the *Suffolk* and *Hogea*. The men of the British squadron have been looking forward with the liveliest interest to this cruise, which is bound to rival the recent visit to Japanese ports, in the Philippines, the Americans have, it is understood, arranged a series of entertainments; while at Saigon, there will be one unending *fete* so long as the visit lasts. The cruise will last about three weeks or a month, the squadron having to return to Hongkong in time to offer a naval welcome to His Royal Highness Prince Arthur of Connaught. The despatch-boat, *Alcedo*, will proceed to Singapore at an early date to meet His Royal Highness and provide an escort to Hongkong.

COMMERCIAL.

SHANGHAI SHARE MARKET.
Advices from Shanghai, bearing date, 4th inst., state:—Business reported:—Shanghai and Hongkong Wharves at Tls. 235 cash, at Tls. 235 for March. Langkats at Tls. 222 for March.
Business done direct:—Shanghai and Hongkong Wharves at Tls. 237 for March. Indo-Chinas at Tls. 65.

Selling.	
London—Bank T.T.	20 9/16
Do demand	20 1/8
Do 4 months' sight	20 15/16
France—Bank T.T.	23 7/8
America—Bank T.T.	49 1/2
Germany—Bank T.T.	200
India T.T.	152 1/2
Do demand	152 1/2
Shanghai—Bank T.T.	71 1/2 nom.
Singapore T.T.	11 1/2 prem. nom.
Japan—Bank T.T.	100 1/2
Java—Bank T.T.	123
Buying.	
4 months' sight L/C.	21 1/16
3 months' sight L/C.	21 1/16
30 days' sight San Francisco & New York	50 1/2
3 months' sight do.	51 1/2
10 days' sight Sydney and Melbourne	21 5/16
1 months' sight France	26 1/2
1 months' sight do.	26 1/2
4 months' sight Germany	214
Bar Silver	29 11/16
Bank of England rate	4 1/2
Sovereign	9.85

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION.

FOR ACCOUNT OF THE CONCERNED, TO-MORROW,

(TUESDAY), the 9th January, 1906, at 11 A.M. at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

AN ASSORTMENT OF

JAPANESE TEA CUPS, VASES, JARDINIERS, LACQUERED WARE GOODS, &c., &c.

ALSO

2 Large IRON SAFES (one by Chubb's).

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 8th January, 1906. [98]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, on

WEDNESDAY,

the 10th January, 1906, at 11 A.M. at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A LARGE QUANTITY OF

CHANDELIERS, GAS BRACKETS, &c., &c.

ALSO

SUNDRY

HOUSEHOLD FURNITURE.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 8th January, 1906. [102]

P. & O. S. N. CO.

NOTICE.

THE Company's New Steamer "DELTA"

will be open to public inspection, alongside the Kowloon Wharf, on FRIDAY, 12th January, from 3 P.M. to 6 P.M.

E. A. HEWETT, Superintendent. [101]

Hongkong, 8th January, 1906.

FOR YOKOHAMA AND KOBE.

THE Steamship

"SPEZIA,"

Captain Porzelius, will be despatched for the above Ports, on SATURDAY, the 13th instant, P.M.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 8th January, 1906. [97]

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubaltino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA,"

Captain Cogliolo, will be despatched as above, on FRIDAY, the 12th instant, at Noon.

At BOMBAY, the Steamer is discharging in Victoria Dock.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.</

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUK
GLASGOW and LIVERPOOL	"ANTENOR"	9th January.
GLASGOW and LIVERPOOL	"SAINT BEDE"	11th "
GLASGOW and LIVERPOOL	"OOPACK"	23rd "
GLASGOW and LIVERPOOL	"NINGCHOW"	25th "
GLASGOW and LIVERPOOL	"ACHILLES"	30th "
GLASGOW and LIVERPOOL	"PELEUS"	6th February.
GLASGOW and LIVERPOOL	"ALCINOUS"	13th "

S.S. "Antenor" left Singapore on the 4th inst. p.m., and is due here on the 9th.
The Chartered S.S. "Saint Bede" left Singapore on the 3rd inst., and is due here on the 12th.

HOMEWARD.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	16th January.
"GENOA, MARSEILLES & L'POOL	"PAK LING"	20th "
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	30th "
AMSTERDAM, LONDON & ANTWERP	"SAINT BEDE"	13th February.
"GENOA, MARSEILLES & L'POOL	"PATROCLUS"	20th "
AMSTERDAM, LONDON & ANTWERP	"ANTENOR"	27th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	24th January.
	"YANGTSE"	24th February.

WESTWARD.

FROM	STEAMERS	DUK
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"PINGUEY"	25th January.
	"OANFA"	26th February.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th January, 1906.

CHINA NAVIGATION CO., LIMITED.

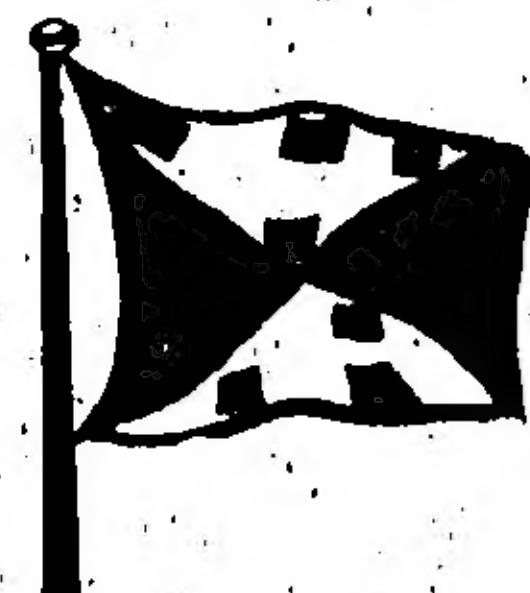
FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	9th January.
YOKOHAMA and KOBE	"TAIYUAN"	9th "
CEBU and ILOILO	"KAIFONG"	11th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, SYDNEY and MELBOURNE	"CHINGTU"	16th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th January, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 13th Jan., at Noon.
RUBL	2540	R. Almond	"	SATURDAY, 20th Jan., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 6th January, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	Approx.
-----------	---------

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd December, 1905.

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL.
KOWLOON. J. W. OSBORNE,
Cable Address—"Chaf." Proprietor and Manager.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.M.R.THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.
if the permits.
FARES—Week Days, 1st Class, including
Cabin and servant, Single \$3.1 Return Ticket,
\$5.1 2nd Class, \$1.1 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1.1 Return, \$2.1 3rd Class, Single,
50 cents, Return, 25 cents; Steerage, 10 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.SAM WANG CO.
Hon. kong, 2nd January, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW".....3,300	T. R. MEAD.
"KWONG TUNG".....2,380	H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.Passage Fare—Single Journey \$4
Meals\$1 each.
The Company's Wharf is a short distance
West of the Harbour Master's Office.SHU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	"HANGSANG"	THURSDAY, 11th Jan., 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 12th Jan., 4 P.M.
SAMARANG and SOURABAYA	"FAUSANG"	TUESDAY, 16th Jan., 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	TUESDAY, 16th Jan., 3 P.M.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 6th January, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE and YOKOHAMA,
FORPORTLAND, OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Feldmann	January 9th, 1906.
"ARABIA"	4,483	Metzenhain	January 31st, "
"ARAGONIA"	5,198	Ernst	"
"NICOMEDIA"	4,370	Wagemann	"

The S.S. "Numantia" arrived at Yokohama on the 1st instant.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

"GLEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND
ANTWERP.THE Steamship
"GLEN TURET,"
Captain R. Webster, will be despatched as above
on or about TUESDAY, the 16th January.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 28th December, 1905. [1293—G

COMPAGNIE DES MESSAGERIES
MARITIMES.FOR
MARSEILLES, HAVRE, ANTWERP,
(DIRECT),
Taking Cargo to LONDON with prompt trans-
shipment at Marseilles,
Calling at MANILA, SINGAPORE, PENANG and
COLOMBO.THE Company's Steamship
"KOUANG-SI,"
Captain Barillon, will be despatched as above,
on or about the 6th February, 1906.This Steamer has Accommodation for Pass-
engers and carries a duly qualified Doctor.
For information as to Passage and Freight,
apply toG. DE CHAMPEAUX,
Agent,
Queen's Building,
Hongkong, 26th December, 1905. [1289—K

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
via
MOJI, KOBE and YOKOHAMA.

Steamer	Tons	Captain	Sailing
---------	------	---------	---------

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.The 1st-class crew S.S. "Shawmut" and "Trenton"
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.For further information, apply to
DODWELL & CO., LIMITED
General Agents.
Queen's Buildings,
Hongkong, 4th January, 1906. [12REGULAR STEAMSHIP SERVICE
TO NEW YORK.via PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
-----------	-------

"ATHOLL".....12th January.
"PATHAN".....23rd January.
"ST. GEORGE".....to follow.For Freight and further information, apply
to DODWELL & CO., LIMITED,
Agents.
Hongkong, 2nd January, 1906.

Shipping—Steamers.

COMPAGNIE DES MESSAGERIES
MARITIMES.PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND
YOKOHAMA.THE Company's Steamship
"CALEDONNIEN,"
Captain will be despatched as above, on
or about TUESDAY, the 9th instant.For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent,
Hongkong, 3rd January, 1906. [11FOR SINGAPORE, PENANG AND
CALCUTTA.THE Steamship
"ARRATON APCAR,"
Captain E. Fey, will be despatched for the above
Ports on WEDNESDAY, the 10th instant, at
3 P.M.For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 4th January, 1906. [80

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"SUMATRA,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
Noon, TO-DAY.Goods not cleared by the 12th instant, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignee and
the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.F. A. HEWETT,
Superintendent.
Hongkong, 6th January 1906.FROM HAMBURG, PORT SAID,
COLOMBO, PENANG AND
SINGAPORE.THE H. A. L. Steamship
"RHENANIA,"
Captain Föhr, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
loaded to the hazardous and/or extra hard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignee's risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 12th January, 1906, will be
subject to rent.All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 12th January, 1906, at 3 P.M.No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 5th January, 1906.

NOTICE TO CONSIGNEES.

S.S. "FERNANDEZ HERMANOS,"
FROM MANILA.CONSIGNEES of Cargo are hereby informed
that all Goods are to be taken from
alongside.Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 4th January, 1906.

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK, &c.

THE Company's Steamship
"INDRAMAYO,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
goods are landed.Goods not cleared by the 10th instant, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by us in
any case whatever.All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognised.Optional Goods will be landed here unless
instructions are given to the contrary before
Noon, TO-DAY.JARDINE, MATHESON & Co.,
Agents.
Hongkong, 3rd January, 1906.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, the AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBTS contracted by the Officers or
the Crews of the following vessel during her
stay in Hongkong Harbour—
CELTIC CHIEF, British ship, Captain John
Jones.—Standard Oil Co.

For Sale.

FOR SALE.

REMINGTON TYPEWRITERS,
new and in good condition.BARGAIN PRICES,
From \$135 to \$250.Apply to—
H. RUTTONJEE,
No. 5, D'Aguiar Street.

Hongkong, 4th January, 1906. [64

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 per Cask
ex Factory.In Bags of 250 lbs. net \$2.80 per Bag
ex Factory.SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 30th September, 1905. [57

THE FAMOUS
MAB DWART RAZOR.

A SHARP LITTLE SHAVER

WEIGHT LESS THAN 4 OUNCES.

THIS DWART RAZOR has superseded
the old fashioned clumsy Razor and by
its use Shaving becomes a pleasure. It is
manufactured in Sheffield, England, from a
special amalgam of steel which makes imita-
tion impossible, and in consequence it enjoys
the largest sale of any Razor in the World.
Thousands of Testimonials testify that the
little "MAB" is the finest shaving implement
ever produced.Will be mailed to any address on receipt of
the price (\$2), post free.To be obtained from THE MUTUAL STORES,
WATKINS, LIMITED, and all first-class stores
in the Colony.Sole Agents for Far East, HOWARD & Co.,
29, Des Voeux Road, Central, Hongkong.
Agents wanted in every port.For particulars and terms, apply to—
HOWARD & Co.,
Hongkong, 24th November, 1904. [66

BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMAN'S RAHTIENS' GENUINE
COMPOSITION RED HAND
PAINT, HARTMAN'S GREY PAINT,
DAIMERS' PATENT MOTOR
LAUNCHES.

Intimations.

THE HONGKONG FROZEN FOOD SUPPLY.

THE DEPOT OPENS AT 6 A.M.

THE following are in Stock:—
PRIME AUSTRALIAN BEEF,
MUTTON, LAMB, PORK AND VEAL,
DAIRY FARM FED PORK.

Make your

XMAS

AND

NEW YEAR'S

PURCHASE

FROM

A. CHAZALON & CO.,

6, Queen's Road, Central.

Just Received

A Select Assortment of ENGLISH and FRENCH
Confectionery from the best makers of London
and Paris.

MARRONS GLACES.
FONDANTS FOURRES
PRALINES
DRAGEES
PATES PECTORALES
NOUGAT
PÂTISSERIES
CRYSTALLISED FRUITS
FRENCH CHOCOLATE
CANDYBURY'S
LOWNERY'S
PETER'S

AT MODERATE PRICES.

ALSO

ASSORTMENT FRENCH BISCUITS, CHAMPAGNE, PORT WINE, SHERRY,
LIQUERS, BRANDY, WHISKY, &c., &c., from the most renowned
Houses in France and other foreign countries.

Hongkong, 11th December, 1905.

[1225—D]

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

Per Case.

JOHN WALKER & SONS' OLD HIGHLAND

C. P. & CO'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

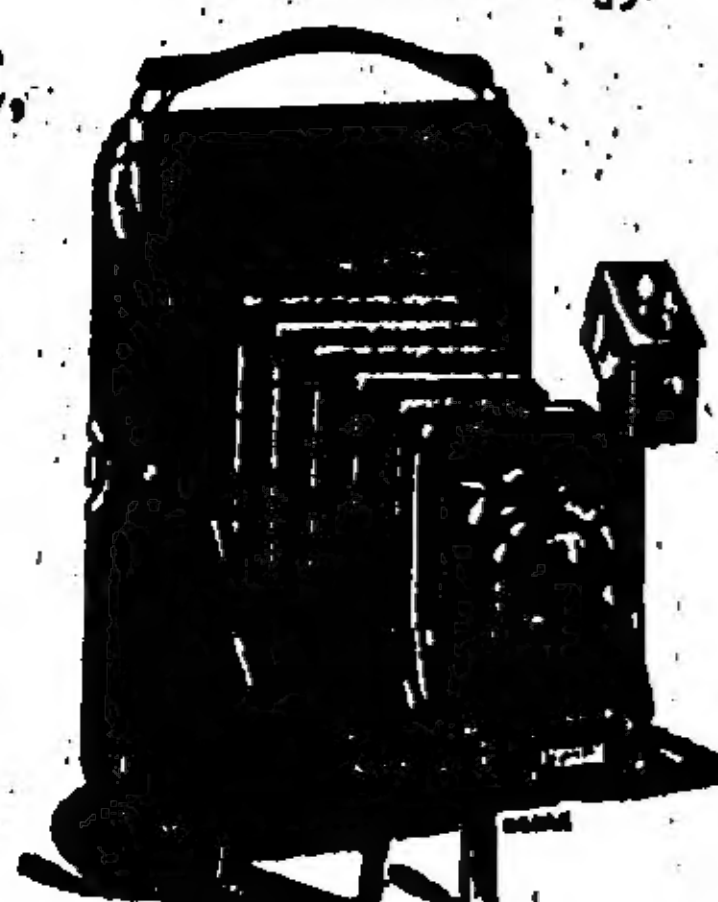
EASTMAN'S

&c., &c., &c.

KODAKS, FILMS,

AND

ACCESSORIES.



Telephone 256.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.

Hongkong, 16th May, 1905.

[49]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATIONS.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,500,000 \$950,000	\$1,702,728	{ 1/15 @ exchange 1/10 = \$18.66 2/3 } for first half-year 1905	{ 1895 sales } { London 294 } { \$38 buyers }
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1905	
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	6 1/2 % \$315 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$500,000 \$169,215 \$202,455 \$296,955	Nil.	\$4 1/2 for year ended 30.1.1905	5 1/2 % \$90 buyers
North China Insurance Company, Limited	10,000	£15	£5	{ 100,000 } { Tls. 100,000 } { Tls. 50,000 }	Tls. 302,053	Final of 7/6 making 15/- for 1904	5 1/2 % Tls. 95
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$331,453 \$1,043,930 \$1,152,364 \$750,000 \$5,000	\$2,339,112	\$4 1/2 for 1904	5 1/2 % \$720 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$50	\$1,000,000 \$218,093 \$2,241 \$1,200,000 \$1,800	\$486,284	\$1 1/2 and \$3 special dividend for 1903	8 1/2 % \$170
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$50	\$1,000,000 \$261,638 \$28,941 \$250,000 \$150,000 \$145,376 \$120,000	\$329,047	\$6 dividend & \$1 bonus for 1903	8 % \$90 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000 \$241,557 \$400,000 \$130,153 \$1,000,000 \$195,479 \$18,200 \$18,200	\$360,372	\$34 for 1903	11 % \$350
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000	\$8,832	\$1 for 1904	5 % \$20 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$261,638 \$28,941 \$250,000 \$150,000 \$145,376 \$120,000	Nil.	\$3 1/2 for year ended 30.6.1905	9 1/2 % \$36 1/2 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$241,557 \$400,000 \$130,153 \$1,000,000 \$195,479 \$18,200 \$18,200	\$18,054	\$1 for first half-year 1905	8 % \$25 1/2 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ 241,150 } { £3,000 }	£4,435	{ 12/- @ 1/10 = \$6.29 3/4 } for 1904	7 % \$92
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Interim of Tls. 2 for 1905	8 % Tls. 58 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Interim of Tls. 1 1/2 for 1905	8 % Tls. 47 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ 2,000,000 } { £4,144 }	/ 107,815	{ 1/- (Coupon No. 6 for 1905) }	4 1/2 % 22/6 ex div.
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$5,000 \$24,257 \$400,000 \$130,153 \$1,000,000 \$195,479 \$18,200 \$18,200	\$929	{ \$1.80 } for year ending 31.1.1905	4 1/2 % \$32 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,675 \$130,153 \$1,000,000 \$195,479 \$18,200 \$18,200	\$21,231	\$10 for 1904	7 % \$149 buyers
Taku Tug and Lighter Company, Limited	20,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Interim of Tls. 2 for 1905	9 1/2 % Tls. 35 buyers
REFINING.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000 } { \$150,000 }	\$42,812	Interim of \$10 for 1905	10 % \$205
Lynn Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$450,000 } { \$150,000 }	\$85,087	\$3 for 1897	
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,773	Tls. 2 1/2 for year ending 31.12.04	
MIXING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ 2,000,000 } { £26,011 }	£13,355	Final of 1/- (No. 5)	
Oriental Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	none	G. \$672,093	Final of 50 cents making G. \$1 for 1905	
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	{ 2,000,000 } { £26,011 }	£4,873	No. 12 of 1/- = 48 cents	
DOCKS, WHARVES & GODOWNS.							
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,024	Interim of Tls. 4 for year 1905/6	10 % Tls. 118 ex div.
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	\$70,000	\$8,577	{ \$3.75 for 1904 on old capital } { First year. }	
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	{ \$58,473 } { \$100,000 } { \$300,000 }	\$29,472	Interim of \$2 1/2 for 1905	4 1/2 % \$108 buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$41,500	\$501,332	\$6 for first half-year 1904	8 % \$163
New Amoy Dock Company, Limited	20,000	\$50	\$50	\$41,500	\$501,332	\$14 for 1905	7 % \$17
Shanghai and Hongkew Wharf Company	12,000	Tls. 100	Tls. 100	Tls. 59,880	Tls. 10,711	Interim of Tls. 6 for 1905	5 1/2 % Tls. 230 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9 1/2 % Tls. 190 buyers
LANDS, HOTELS & BUILDING.							
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$14,516 } { Tls. 34,000 }	\$9,028	\$2 1/2 for year ended 30.6.1905	9 % \$28
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 6,000	Tls. 806	Interim of Tls. 5 for year 1905/6	8 % Tls. 130 buyers
Central Stores, Limited	100	\$15	\$12	{ \$20,000 } { \$70,000 }	\$1,502	Final of 60 cents making \$1.80 for 1904	12 % \$100
Do. (Founders')	100	\$15	\$12	{ \$20,000 } { \$70,000 }	\$1,502	None	
Do. (New Issue)	24,000	\$15	\$12	{ \$20,000 } { \$70,000 }	\$1,502	Preferential of 7 per cent for 1904	7 % \$7 1/2
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$648,975 } { \$31,087 }	\$10,126	\$5 for first half-year 1905	6 1/2 % \$150 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$37,875	Interim of \$3 1/2 for 1905	5 1/2 % \$125 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 20,986	Tls. 2,302	Interim of Tls. 1	15 % Tls. 16 sellers
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,994	\$11,958	Final of \$6 making \$10	9 1/2 % \$102 1/2
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	\$50,000	\$377	90 cents for 1904	7 1/2 % \$13
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$5 for 1904	7 1/2 % \$41
Shanghai Land Investment Company, Limited	50,000	Tls. 50	Tls. 50	{ Tls. 828,813 } { Tls. 170,000 }	Tls. 40,066	Interim of Tls. 3 for 1905	6 1/2 % Tls. 120 sales
Tientsin Land des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Interim of Tls. 3 for 1905	12 % Tls. 45 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 77,300	Tls. 725	Interim of Tls. 3 for 1905	6 1/2 % Tls. 115 sellers
West Point Building Company, Limited	2,500	\$50	\$50	none	\$1,247	Interim of \$1 1/2 for 1905	6 1/2 % \$55 sales
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1904	18 1/2 % Tls. 44 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$30,000	\$23,264	\$1 for the year ending 31.7.05	7 1/2 % \$13
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	Interim of 3 % a/c 1898	
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898	
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 5,658	Tls. 22,050	4 % for 1897	
MISCELLANEOUS.							
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	\$20	None	
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	{ 234 } { £770 }	\$8,000	15 p per share for 1904	8 1/2 % \$7 1/2 sales
Campbell, Moore & Co., Limited	1,200	\$10	\$10	none	\$1,182	\$5 for 1904	8 1/2 % \$36
China-Borneo Company, Limited	60,000	\$12	\$12	none	\$1,182	\$1 for 1904	10 % \$10 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Interim of Tls. 5 for 1905	7 % Tls. 80 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$3,739	None	
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1904	9 % \$9 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$25,000 } { \$50,000 }	\$2,864	\$1.20 for year ending 31.7.1905	7 1/2 % \$151 buyers
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$186,000 } { \$186,000 }	\$95,054	\$2 for 1904	7 % \$28 1/2 buyers
Hall & Holtz, Limited	10,000	\$20	\$20	none	\$7,551	Final of \$1 1/2 making \$2 1/2	10 % \$2 1/2
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$2,151	{ \$1.00 } for year ending 30.4.1905	6 1/2 % \$15 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,796	\$15 for year ending 30.11.1904	7 % \$144 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$50,000	\$5,356	Interim of \$4 for 1905	7 % \$225
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$11,727	\$10 for 1904	7 % \$235 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$25,000	\$88	Final of 50 cents making \$1 for the year	7 % \$152 buyers
Lane Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,182	Interim of \$5 for 1904	9 1/2 % \$15 sellers
Maatschappij tot Mijn. Rosch en Landbouw	25,000	Gs. 100	Gs. 100	{ Tls. 328,210 } { Tls. 19,405 }	Tls. 35,249	{ 4th interim of Tls. 7 1/2 paid 15.12.05 making } { in all Tls. 2 1/2 for 1905 }	10 1/2 % Tls. 210 buyers
Mitsubishi In Langkat, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 117,638	Tls. 5 for 1902	
Mondon, (E. L.) Limited	7,000	Tls. 50	Tls. 50	none	Dr. P. \$13,619	None	
Philippine Company, Limited	7,000	\$10	\$10	none	Dr. P. \$13,619	None	
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	none	Dr. P. \$13,619	None	
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 145,000 } { Tls. 108,172 }	Tls. 8,011	Interim of Tls. 3 1/2 for 1905	7 % Tls. 128 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	9 % Tls. 67 1/2
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,968	Interim of Tls. 6 for 1905	9 % Tls. 150 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 25,000	Tls. 1,297	Interim of Tls. 2	14 % Tls. 65 sellers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 17,220	Tls. 170,000	Interim of 15/- for 1905	4 1/2 % Tls. 450 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$5,068	None	
Team Laundry Company, Limited	20,000	\$5	\$5	none	\$1,134	50 cents for year ended 31.5.05	8 1/2 % \$20
Straits Ice Company, Limited	2,000	\$100	\$100	{ Tls. 15,295 } { Tls. 4,000 }	Tls. 1,012	\$5 for 1905	7 % \$160 buyers

MAILS.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEK, DYOUBI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST SIMONS."

Captain Boudon, will be despatched for MARSEILLES TOMORROW, the 9th January, at 1 P.M.

This steamer connects at Colombo with the Australian line S.S. *Arara* bound for Marseilles via Bombay and Aden.

Passage tickets and through bills of lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—
S.S. *POLYMER* 23rd January.
S.S. *CALEDONIE* 6th February.
S.S. *SALAZIE* 20th February.

G. DE CHAMPEAUX,
Agent.

Hongkong, 8th January, 1906.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEK, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through bills of lading issued for BATAVIA, PHRASEN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA."

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched for the BOMBAY, on SATURDAY, the 13th January, 1906, at 10.00 a.m. Passengers and Cargo for the above ports in connection with the Company's S.S. *Himalaya*, 6.8.8 toms, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Woollen Goods for France and India for 1st class (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed from Hongkong by the R.M.S. *Agyle*, due in London on the 24th February, 1906.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
S. 100-101, Canton Road.

Hongkong, 30th December, 1905.

Intimations.

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when all nature's secrets are being unlocked by the scientific method. The discovery of the "Nora's" is a case in point. It is a discovery of the most important kind, and one which will revolutionize the medical world. The "Nora's" is a new kind of medicine, and one which is the result of the most careful and scientific research. It is a discovery which will revolutionize the medical world, and one which will be the most important discovery of the century. The "Nora's" is a new kind of medicine, and one which is the result of the most careful and scientific research. It is a discovery which will revolutionize the medical world, and one which will be the most important discovery of the century.

Sold by A. S. WATSON & Co., Ltd.,
Hongkong, China and Manila.

AN APPEAL.

THE SUPERIORITY of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiority will also be most grateful for any PAPERS, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

NORWEGIAN GIRLS AS SHIP'S OFFICERS.

The land of Ibsen, Ibsen, and other high priests—and priestesses, too—of advanced womanhood, has, in spite of its marked tendency to "kick the beam" on the "brainy" side—pure and simple—yet managed to solve the problem of a rational employment for the "open-air girl," whose tasks and accomplishments are all of the practical nature. For such a career lies open on board the many steamers, both regular and excursion, that plough the Norwegian fjords and Scandinavian rivers, and their special department is to see to the commissariat and to arrange for the personal comfort of the travellers on board, their official rank, indeed, being that of "auxiliary ship's officer." That the life is a pleasant one is conclusively proved by the numerous applications at the steamboat offices from young Danish, Swedish, and Norwegian ladies anxious to secure, if not a berth on the briny, yet on what is practically "next door" to it, this life upon inland lake and river being immensely popular with strong and energetic girls, most of whom are daughters either of naval men or of others of good professional position, such as lawyers and doctors; and are, therefore, both by habits and instinct, well qualified to minister to the requirements of persons of their own class.

That such duties necessitate a girl having a head on her shoulders goes without saying. It is her duty, first, to ascertain from the purser how many passengers are booked for the forthcoming voyage, and to lay in her provisions accordingly, with an eye to ample supplies while at the same time avoiding any risk in the matter of waste, which would spell dead loss. She is further responsible for the tastefully-laid table, for its appointments in the way of spotless napery, and also for such household linen as may be required in the cabins during the voyage. Plate, crockery, and even the *batterie de cuisine* are generally her own property, so she naturally takes something of a hostess's pride in the ordering of her special department. The payments are arranged at so much a head, and the lady caterer nets the profits over and above the actual expenses, plus many a handsome douceur, which, being the customary thing, may be proffered without fear of offence, since it will be accepted without any ridiculous false pride. Such a life, with its self-respecting independence and its breezy, open-air surroundings, is certainly healthful and exhilarating, while the constant stream of passengers, both new and old, tends to pleasant acquaintances being formed and continued even during the comparatively dull season.

Another post filled by women on-board the Norwegian mail steamers is that of "postal official." Two of these young ladies always travel together, their sole duty consisting in carrying the mail-bags to and from the points of embarkation and arrival. During the voyage, these girls' time is practically their own, and they generally may be seen employing it in producing those much-admired "Hofstad-for-gerings"—the beautiful Norwegian embroideries to be met with in such rich profusion throughout the Scandinavian lands. These "post ladies," however, never allow their elaborate needlework to jeopardize their official position as Government employees, for long before the landing-stage is reached both may be seen cloaked and hatted, and standing, as it were, at attention, they being on account of the precious burdens they bear, the first to leave the boat.

These, therefore, are some of the busy-bees to be found in the land where the "Nora's" and "Hedda Gablers" come from; and if more normal yet surely for that reason not wholly devoid of interest.—P.M.G.

Shipping.

Arrivals.

Lyceum, Ger. s.s., 1,238, F. Th. Lehmann, 6th Jan.—Kobe 1st Dec, Gen.—S. & Co.
Hanoi, Fr. s.s., 739, P. Meeres, 6th Jan.—Haiphong and Hoihow 5th Jan, Gen.—A. R. M.
Ernest Simons, Fr. s.s., 2,093, Bourdon, 7th Jan.—Yokohama 30th Dec, Mails and Gen.—M. M.
Palma, Br. s.s., 4,913, G. W. Cockman, 7th Jan.—Yokohama 19th Dec, Gen.—P. & O. S. N. Co.
Prinz Waldemar, Ger. s.s., 3,237, C. Wolteme, 7th Jan.—Yokohama 28th Dec, Gen.—M. & Co.
Foonhing, Br. s.s., 1,423, T. Arthur, 7th Jan.—Wuhu and Chinkiang 3rd Jan, Rice and Gen.—M. & Co.
Triumph, Ger. s.s., 769, A. Hansen, 7th Jan.—Shanghai via Foochow Amoy and Swatow 6th Jan, Gen.—O. S. K.
Haimun, Br. s.s., 636, A. J. Robinson, 7th Jan.—Swatow 6th Jan, Gen.—D. L. & Co.
Hallan, Fr. s.s., 177, L. Andersen, 7th Jan.—Pakhoi and Hoihow 6th Jan, Gen.—A. R. M.
Sirocco, Br. s.s., 2,349, G. Williamson, 7th Jan.—Moji and Jan, Coal.—D. & Co., Ltd.
Hansang, Br. s.s., 1,356, Wilde, 7th Jan.—Canton 6th Jan, Gen.—J. M. & Co.
Kowloon, Ger. s.s., 2,326, Siehr, 7th Jan.—Canton 6th Jan, Gen.—S. & Co.
Loongang, Br. s.s., 1,002, A. S. Sandbach, 8th Jan.—Manila 5th Jan, Gen.—J. M. & Co.
Anping, Ch. s.s., 1,159, J. Warwick, 8th Jan.—Shanghai 5th Jan, Gen.—C. M. S. N. Co.

Clearances at the Harbour Office.

Kenly, for Rangoon.
Foonhing, for Canton.
Haimun, for Swatow.
Kungshing, for Canton.
Kungshing, for Shanghai.
Prinz Waldemar, for Sydney.
Hailan, for Hoihow.
Palma, for London.

Departures.

Jan. 7.
Sumatra, for Shanghai.
Kungshing, for Canton.
Kungshing, for Swatow.
Doig Mary, for Swatow.
Hailan, for Foochow.
Jan. 8.
Palma, Austrian cruiser, for Shanghai.
Lyceum, for Canton.
Yokohama, for Shanghai.
Quinta, for Chinkiang.
Kungshing, for Shanghai.
Foonhing, for Canton.

Passengers arrived.

Per *Anping*, from Shanghai—Messrs. Light-body and Schroll.
Per *Haimun*, from Swatow—Mr. To Tin Tin, and 17 Chinese.
Per *Palma*, from Yokohama for Hongkong—Mr. P. Coughton. For Port Said—Dr. C. G. Rice, and S. A. Morton.
Per *Loongang*, from Manila—Messrs. Ray R. Palmer, F. W. Ward, D. W. Faucy, R. Weidensall, Mr. and Mrs. Bert Bradley, Mrs. and Miss Taylor, Mrs. Milton Heckler, Mrs. K. Wallace and baby, Mrs. Luz de la Riva, baby and servant, and 43 Chinese.
Per *Prinz Waldemar*, from Kobe—Messrs. C. Bak Wa, H. M. Gangriwalla, W. Sek Yu and child, L. Ku Du, O. W. Lisa, C. Bakke, W. Barrie, F. Thompson, R. J. Thompson, J. Crockett, R. Laland, A. Rathbourne, L. J. Moore, F. Gulbrandsen, J. Lundon, W. Mc Kinnon, T. Buckley and J. White.
Per *Ernest Simons*, for Marseilles from Yokohama—Mrs. M. Masse, Rev. P. Corneille, Messrs. L. Cignol, D. E. Danckamp and A. Hirsch. From Shanghai—Messrs. J. McCarthy, G. de la Trille, R. M. Sayers, Caryl Schaub, M. de Cabres, Mr. and Mrs. Dohik, Mr. Gen. M. and Mrs. Chun Show Yeh, Wong Wei Yeh, Ling So Yeh, Wo Han So Yeh, Wan Kin Yen, boy and 2 amahs, Messrs. Morel, Jean Jubert, and 51 French Soldiers. For Port Said from Kobe—Dr. Rohmstedt, Mr. and Mrs. C. D. Barateff, Mr. and Mrs. Nakamura and 2 children. From Shanghai—Mr. B. Engelhardt, Mr. and Mrs. d'Avancon, Messrs. Vandenbergh and P. Polonsky. For Colombo from Yokohama—Mr. E. Widel. From Kobe—Mr. T. S. Souza. From Shanghai—Messrs. Seraphine, Noemie, Colombe and Gaurichinsky. From Yokohama for Batavia—Mr. G. W. Price. For Singapore—Messrs. Thakuradas and Bagamull. From Kobe—Messrs. Isone, Kossoumi, Misses Keshi, Nakayama, Ito, Sato, Minashi and Ohashi. From Shanghai—Mr. Laurent, and Mr. and Mrs. Gendron. For Hongkong from Yokohama—Messrs. Chan Yan Tuck, Ho Chuk Yung and Luon Hoi. From Kobe—Messrs. Lou, Machida and Ito. From Shanghai—Mr. and Mrs. S. T. Boston, Messrs. A. L. Stein, W. H. Looker and boy, Clarec, Kent, Bastien and boy, Prinz and boy, Li Sung-hea, T. B. James, John Wilson, Li Tsengky and 2 Chinese.

Shipping Report.

Str. *Sirocco* from Moji—Strong NE. monsoon on China coast.
Str. *Haimun* from Swatow—Moderate NE. monsoon; moderate sea.
Str. *Anping* from Shanghai—Strong monsoon and cloudy weather.
Str. *Lyceum* from Kobe—Strong NE. monsoon, and rainy weather.
Str. *Loongang* from Manila—Rough NE. monsoon, cloudy and overcast.

Vessels in Port.

Str. *Alexander*, Am. s.s., 1,785, Gove, 13th Jan.—Cavite 9th Nov. Coal.—Order.
Arratoon, Am. s.s., 2,931, E. Fey, 2nd Jan.—Cavite via Penang and Singapore 27th Dec, Gen.—D. S. & Co., Ltd.
Cathartes, Br. s.s., 2,222, W. Atkinson, 20th Dec.—Newcastle, N.S.W. 2nd Dec, Coal.—Order.
Cillipore, Br. s.s., 2,498, J. G. Souley, 2nd Jan.—Moji 27th Dec, Coal.—B. & Co.
Cator, Nor. s.s., 774, Martin, 5th Jan.—Singapore 26th Dec, Kerosine.—Mr. Geo. McBurn.
Dr. Hans Jorg Kier, Nor. s.s., 691, H. E. Larsen, 19th Dec.—Hoihow 14th Dec, Sugar—Aagaard & Florensen Co.
Elita, No-sack, Ger. s.s., 1,160, W. Lassen, 31st Dec.—Canton 30th Dec, Gen.—S. & Co.
Emma Layken, Ger. s.s., 1,160, G. Cornand, 1st Jan.—Canton 31st Dec, Coal.—Order.
Empress of China, Br. s.s., 3,046, R. Archibald, R.N.R., 19th Dec.—Vancouver, B.C., 27th Nov., and Shanghai 16th Dec, Mails and Gen.—C. P. R. Co.
Fausang, Br. s.s., 1,410, F. Wheeler, 3rd Jan.—Sourabaya 25th Dec, Sugar—J. M. & Co.
Fernandez-Hernandez, Am. s.s., 481, 3rd Jan.—Manila 30th Dec, Gen.—G. L. & Co.
Hercules, Am. s.s., 2,419, G. Bjerk, 16th Jan.—Kutchinotzu 3rd Dec, Coal.—M. B. K.
Ischia, Ital. s.s., 2,784, C. Andrea, 6th Jan.—Bombay 16th Dec, and Singapore 31st Dec, Gen.—C. & Co.
Manningly, Br. s.s., 3,776, Lawson, 6th Jan.—Pakhoi 30th Dec, Sugar—R. & S.
Mausang, Br. s.s., 1,444, R. Houghton, 6th Jan.—Sandakan 30th Dec, Timber and Gen.—J. M. & Co.
Mercedes, Br. transport, 4,000, J. F. McGregor, 6th Jan.—Weihaiwei 31st Dec, Ballast—Admiralty.
Nippon Maru, Jap. s.s., 3,072, W. W. Greene, 6th Jan.—Yokohama 27th Dec, Mails and Gen.—N. V. K.
Proton, Nor. s.s., 860, Hilen, 5th Jan.—Haiphong and Hoihow 3rd Jan, Gen.—A. R. M.
Reigate, Br. s.s., 2,604, F. R. Ross, 2nd Jan.—from Newcastle, N.S.W. Coal.—M. B. S.
Taiyuan, Br. s.s., 2,300, L. Dawson, 3rd Jan.—Melbourne 2nd Dec, Gen.—B. & S.
Taming, Br. s.s., 1,350, A. W. Outerbridge, 6th Jan.—Manila 3rd Jan, Gen. and Hemp—B. & S.
Telemachus, Br. s.s., 1,340, J. Williamson, 4th Jan.—Saigon 29th Dec, Meal, &c.—Chinese.
Thode Fagelund, Nor. s.s., 4,382, G. Staneford, 15th Dec.—Newcastle, N.S.W., 23rd Nov., Coal.—S. T. & Co.

SAILING VESSELS.

Celtic Chief, Br. ship, 1,709, Jones, 9th Nov.—Philadelphia, 10th June, Kerosine.—S. O. Co.
Otra, Nor. ship, 1,199, E. Pefnese, 24th Dec.—Remanite 18th Oct., Sandalwood—S. & Co.
Rose, Br. ship, 822, Wright, 10th Nov.—West Australia 4th Aug. Sandalwood—S. & Co.
Simla, Br. 4-masted ship, 2,087, Casson, 13th Dec.—Cardiff 4th July, Patent Fuel—Naval Yard.

Steamers Expected.

Vessel	From	Agent	Due
Tijmah	Kobe	J. C. J. L.	Jan. 8
Caledonia	Saigon	J. M.	Jan. 8
Kutang	Singapore	J. M. & Co.	Jan. 9
Athenian	Shanghai	C. P. R. Co.	Jan. 9
Zafro	Manila	C. T. R. Co.	Jan. 9
Doric	Japan	O. & O. Co.	Jan. 10
Arcadia	Singapore	P. & O. Co.	Jan. 11
Saint Bede	Singapore	B. & S.	Jan. 11
Tijmah	Manila	C. T. R. Co.	Jan. 12
P. Sijamund	Sydney	M. & Co.	Jan. 14
Emp. of India	Vancouver	C. P. R. Co.	Jan. 17

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.
Kailong Kowloon Dock.
Hoching
Eiger
Powan
SHANGHAI. 4th Inst.
Lady Mitchell Old, Dec. 29
Montrose International, " 28

Ships Passed The Canal.

Outward—30th December—*Avola*, *Ben-der*, *Achilles*, *Penhikahira*, *Manila*, *Rat*, *Isa*, *Poma*, *Salazie*, *Serbia*, *Varona*, *Batou*, *Indrasimha*, 3rd January—*Scandia*, *Hyades*, *Kobe*, *Raddik*.

Arrivals at Home—30th December—*Ben-van*, *Sachsen*, 1st January—*Socatra*, 3rd January—*Sengambia*, 5th January—*Sunda*.

Post Office.

A Mail will close for:—

Cebu—Per *Palma*, 9th Jan., 9 A.M.
Swatow—Per *Haimun*, 9th Jan., 9 A.M.
Hoihow and Haiphong—Per *Hanoi*, 9th Jan., 9 A.M.
Simpsonhafen, Fr. Wilhelmshafen, Herberthshohe, Malupi, Brisbane, Sydney and Melbourne—Per *Prinz Waldemar*, 9th Jan., 10 A.M.
Europe, &c., India, via Tuticorin—Per *Ernest Simons*, 9th Jan., 11 A.M.
Macao—Per *Heungshan*, 9th Jan., 1.15 P.M.
Singapore, Penang and Calcutta—Per *Aratoon*, 10th Jan., 2 P.M.
Cebu and Hoihow—Per *Kailong*, 11th Jan., 3 P.M.
Shanghai—Per *Hangshan*, 11th Jan., 3 P.M.
Singapore, Penang and Bombay—Per *Ischia*, 12th Jan., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Nippon Maru*, 12th Jan., 11 A.M.
Macao—Per *Heungshan*, 12th Jan., 1.15 P.M.
Manila—Per *Loongang*, 12th Jan., 3 P.M.
Manila—Per *Zafro*, 13th Jan., 10 A.M.
Europe, &c., India, via Tuticorin—Per *Delta*, 13th Jan., 11 A.M.
Macao—Per *Heungshan*, 13th Jan., 1.15 P.M.
Batavia, Cherbon, Samarang, Sourabaya and Macassar—Per *Tijmah*, 13th Jan., 4 P.M.
Singapore, Penang and Calcutta—Per *Kailong*, 16th Jan., 2 P.M.
Samarang and Sourabaya—Per *Fausang*, 16th Jan., 2 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Empire*, 16th Jan., 11 A.M.
Europe, &c., India, via Tuticorin—Per *Gutierrez*, 17th Jan., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Doric*, 19th Jan., 11 A.M.
Manila—Per *Rubi*, 20th Jan., 11 A.M.
Europe, &c., India, via Tuticorin—Per *Polytechnic*, 23rd Jan., 11 A.M.
Singapore, Penang, Victoria, B.C., and Tacoma, Wash.—Per *Shamouti*, 23rd Jan., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, 24th Jan., 11 A.M.
Timor, Port Darwin, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Empire*, 24th Jan., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Manchuria*, 26th Jan., 11 A.M.

KING EDWARD.

Albers, W. H.
Alpine, Mrs. K. V.
Anderson, R. A. J.
Asherby, David
Barnes, Mrs.
Bonde, Mrs.
Brundage, Chas. C.
Burrill, H. R.
Cummings, H. W.
Curran, C. H.
Dutton, A. B.
Dismukes, D. E. and Nairns, E.
Double, R. N., Comdr.
Doubt, Mrs.
Douglas, Miss
Fraser, Mr. and Mrs.
Fraser, C. H.
Hamperly, Mr. and Mrs.
Hawleywood, C. H.
Hill, Wm. C.
Hishop, Rev. C.

Occidental.

Bendixen, Capt.
Birmingham, Dr. Med. H.
Carpenter, S.
Dollinger, Mrs. A. and child
Fischer, H.
Horstmann, H.
Kripl, Dr. H.
Lack, Dr. M. F.
Lindenberg, H.
Lindemann, Dr.
Lioness, W.
Lowe, Miss Sisie

Kowloon.

Ainslie, Dr. D. H.
Charlton, R.N., Capt. Hall, A. J.
and Mrs. E. and Hogge, Mr. and Mrs. nurse
Binder, Mrs. F. C.

His Britannic Majesty's Ships on the China Station.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT.
Alcivity	despatch-vessel	1,700	4	3,000	Commander Harbord	Hongkong
Andromeda	cruiser, 1st class	11,000	10	10,500	Captain R. Nelson Ommanney	Shanghai
Arun	torpedo boat destroyer	450	10	7,000	Lieut-Commander R. H. Heaton	Hongkong
Astraea	cruiser, 2nd class	4,350	10	7,000	Captain H. H. Torlesse	Shanghai
Bacchus	torpedo boat destroyer	450	6	1,400	Commander H. du C. Luard	Yangtze
Cadmus	torpedo boat destroyer	450	6	1,400	Commander H. du C. Luard	Yangtze
Cherub	torpedo boat destroyer	450	6	1,400	Commander H. du C. Luard	Yangtze
Clio	torpedo boat destroyer	450	6	1,400	Commander H. du C. Luard	Yangtze
Diadem	cruiser, 1st class	11,000	10	10,500	Captain H. W. Savory	Hongkong
Dee	torpedo boat destroyer	450	6	7,000	Lieut-Commander H. E. Sullivan	Hongkong
Erne	torpedo boat destroyer	450	6	7,000	Lieut-Commander Bather	Hongkong
Etrick	torpedo boat destroyer	450	6	7,000	Lieut-Commander Lewis	Hongkong
Ease	torpedo boat destroyer	450	6	7,000	Commander A. F. Everett	Hongkong
Fame	torpedo boat destroyer	450	6	7,000	Lieut-Commander Stevenson	Hongkong
Flora	cruiser, 2nd class	4,350	10	7,000	Captain H. Grant-Dalton	Singapore
Hans	torpedo boat destroyer	450	6	4,000	Lieut-Commander H. B. Cox	Hongkong
Hart	torpedo boat destroyer	450	6	4,000	Lieut-Commander Richards	Hongkong
Hecla	special service torpedo-vessel	6,400	—	2,400	Captain E. F. B. Charlton	Hongkong
Hogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Hongkong
Itchen	torpedo boat destroyer	450	6	7,000	Lieut-Commander C. Seymour	Hongkong
Janus	torpedo boat destroyer	450	6	7,000	Lieut-Commander W. H. Darwall	Hongkong
Kinsha	river gunboat	180	2	800	Lieut-Commander E. V. R. Dugmore	Yangtze
Kylin	river gunboat	180	2	800	Lieut-Commander F. B. Noble	Yangtze
Otter	torpedo boat destroyer	450	6	6,300	Lieut-Commander J. Kiddle	Hongkong
Rambler	surveying-vessel	855	6	650	Commander C. E. Mynn	Surveying (Labuan)
Robin	river gunboat	85	2	240	Lieut-Commander Robert E. Vaughan	West River
Sandpiper	river gunboat	85	2	240	Lieut-Commander H. T. Atlay	West River
Snipe	river gunboat	85	2	240	Lieut-Commander J. T. B. Lyne	Yangtze
Taku	torpedo boat destroyer	450	6	6,500	In reserve	Hongkong
Sutle	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	Hongkong
Tamar	receiving ship	460	6	800	Commodore H. F. Williams	Hongkong
Teal	river gunboat	180	2	800	Lieut-Commander E. Secretan	Yangtze
Virago	torpedo boat destroyer	450	6	6,300	Lieut-Commander Hughes	Hongkong
Waterwitch	surveying ship	855	6	450	Commander R. W. Glennie	Hongkong
Whiting	torpedo boat destroyer	450				